

AIR FORCE QUALIFICATION TRAINING PACKAGE (AFQTP)



for
**LIQUID FUEL SYSTEMS MAINTENANCE
(3E4X2)**

**MODULE 8
COMMUNICATIONS**

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COMMUNICATIONS

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Career Field Education and Training Plan (CFETP) references from 1 Apr 97 version.

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Notice. This AFQTP is NOT intended to replace the applicable technical references nor is it intended to replace hands-on training if equipment is available. It is to be used in conjunction with these for training purposes only.

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LIQUID FUEL SYSTEMS MAINTENANCE
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INTRODUCTION

Before starting this AFQTP, refer to and read the “Trainee/Trainer Guide” located on the AFCESA Web site <http://www.afcesa.af.mil/>

AFQTPs are mandatory and must be completed to fulfill task knowledge requirements on core and diamond tasks for upgrade training. *It is important for the trainer and trainee to understand* that an AFQTP does not replace hands-on training, nor will completion of an AFQTP meet the requirement for core task certification. AFQTPs will be used in conjunction with applicable technical references and hands-on training.

AFQTPs and Certification and Testing (CerTest) must be used as minimum upgrade requirements for Diamond tasks.

MANDATORY minimum upgrade requirements:

Core task:

AFQTP completion
Hands-on certification

Diamond task:

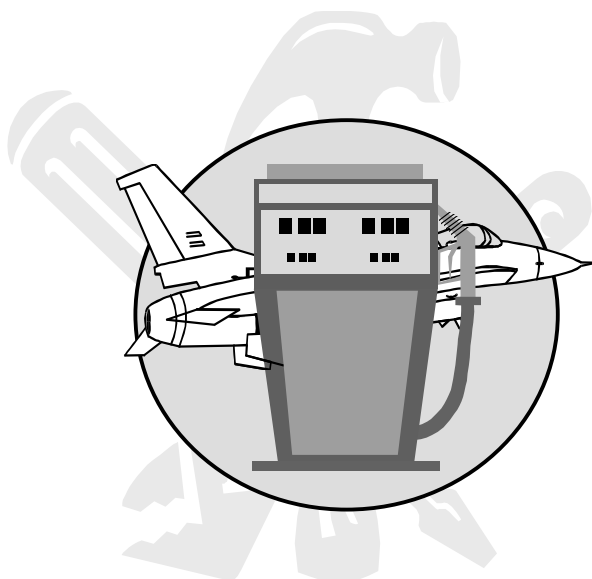
AFQTP completion
CerTest completion (80% minimum to pass)

Note: *Trainees will receive hands-on certification training for Diamond Tasks when equipment becomes available either at home station or at a TDY location.*

Put this package to use. Subject matter experts under the direction and guidance of HQ AFCESA/CEOT revised this AFQTP. If you have any recommendations for improving this document, please contact the Career Field Manager at the address below.

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COMMUNICATIONS

MODULE 8

AFQTP UNIT 1

USE RADIOS (8.1.)

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USE RADIOS***Task Training Guide***

STS Reference Number/Title:	8.1., Use Radios
Training References:	<ul style="list-style-type: none">• Local Procedures• TO 00-25-172, Ground Servicing of Aircraft and Static Grounding/Bonding,
Prerequisites:	<ul style="list-style-type: none">• Possess as a minimum a 3E432 AFSC.
Equipment/Tools Required:	<ul style="list-style-type: none">• Transmitter
Learning Objective:	<ul style="list-style-type: none">• Trainee should know to use radio, proper call signs, and radio discipline
Samples of Behavior:	<ul style="list-style-type: none">• Trainee should know how to obtain required call signs, what can and can not be transmitted, and operation of the radio.

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USE RADIOS

- **Background:** In the civil engineering business, communication between workers, planners, schedulers, and supervisors is essential. One of the best instruments for achieving this is the two-way radio. As the name implies, messages may be transmitted and received instantaneously between two parties. At the “push of a button”, planners or schedulers can transmit emergency, urgent, or routine job orders to craftsmen in the field without delay. Also, workers can keep coordinators and supervisors informed on the status of work orders that demand the highest sense of urgency and immediate interest. Like any good “tool,” radios can also be misused. “Chit-chat”, cursing, insults, or any language that wouldn’t represent “professional” communication should never be heard when using two way radios. Remember, conversations are not only heard by the two parties, but also everyone tuned-in to the same channel (sometimes even the base commander). To better acquaint you with radio usage, here are some key points to remember: Exercise “Communication Security” (COMSEC). Be aware of what can be transmitted over the radio and what can’t, or shouldn’t be discussed (i.e. classified, slanderous, or unprofessional language). Remember that radios are “For Official Use Only”. If personal messages or any other items not appropriate for the net (network) need to be sent, ask the party to contact you on a land-line (telephone) as soon as the opportunity arises. Exercise extreme care when handling and carrying radios. Sometimes we may get so pre-occupied with the immediate task that we forget or misplace our radios. Other times, we may be working in areas that may cause radios to be damaged or destroyed. Use common sense! Remember that you are responsible for your tools, and your radio is no exception.

NOTE:

Each CE unit may have different radio procedures; however, most will follow similar guidelines.

NOTE:

Radios used within 10 feet of fuel servicing or fuel spills must be intrinsically safe.

To perform the task, follow these steps:

Step 1: Call signs.

Obtain call signs from supervisor or CE Control desk. Ask supervisor what your particular call sign will be. If radio has multiple channels ask supervisor to identify each channel.

Step 2: Radio operation.

- **Obtain manual for the radio from the unit radio monitor. Become knowledgeable about the radio functions and charging system. Turn on radio, turn channel selector button to CE channel, and adjust volume to appropriate level. Test the radio, simply press the transmit button and state, “CE control...radio check” .Then release the transmit**

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button and wait for, “ Loud and Clear.” Keep radios properly charged. Before you get in your truck, ensure the battery is completely charged and test your radio

Step 3: Transmitting a radio message.

Press transmit button and state" call sign of the person you are calling" and then your call sign , then release the button. After receiving a reply, press transmit button and relay your message.

Step 4: Receiving a radio message.

When you hear your call sign on the radio, listen for the callers identity. Press the transmit button and state" your call sign" and then" Go ahead (callers sign), release button.

Step 5: Radio storage.

At the end of the day secure radio in accordance with shops' policy.

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Review Questions for Use Radios

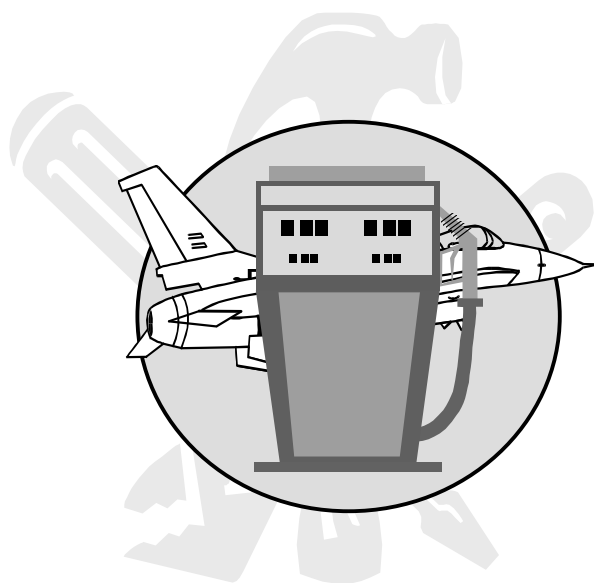
Question	Answer
1. What should never be heard over two-way radios?	a. Chit-chat b. Cursing c. Insults d. All of the above
2. To best way to learn how to use your radio, follow your teammates' instructions.	a. True b. False
3. What guidance will help you avoid discussing classified information over radios?	c. COMSET d. COMTEST e. COMSEC f. COMRAT
4. Each CE unit may have different radio procedures; however, most will follow similar guidelines.	a. True b. False
5. If you must get a personal message to a fellow worker, make the best use of this great "tool" and briefly transmit the message.	a. True b. False
6. If you don't already have one, create your own radio call sign that will uniquely identify you.	a. True b. False
7. Before you get in your truck, _____.	a. Ensure the battery is completely charged and test your radio. b. Ensure your radio is off. c. Check the serial number on your radio. d. None of the above.

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USE RADIOS

Performance Checklist		
Step	Yes	No
1. Did trainee obtain call signs?		
2. Radio communication: a. Does trainee display knowledge of radio functions? b. Did trainee test radio?		
3. Transmitting and receiving radio messages. a. Did trainee transmit radio message properly? b. Did trainee respond to radio message properly?		
4. Does the trainee know what is and isn't proper to discuss on the net?		
5. Does trainee understand what COMSEC means?		
6. Did trainee demonstrate proper storage of radio in accordance with shops' policy?		

FEEDBACK: Trainer should provide both positive and/or negative feedback to the trainee immediately after the task is performed. This will ensure the issue is still fresh in the mind of both the trainee and trainer.



COMMUNICATIONS

MODULE 8

AFQTP UNIT 3

IDENTIFY AIRDROME SIGNALS (8.3.)

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IDENTIFY AIRDROME SIGNALS***Task Training Guide***

STS Reference Number/Title:	8.3., Identify Airdrome Signals
Training References:	<ul style="list-style-type: none">• Local Procedures
Prerequisites:	<ul style="list-style-type: none">• Possess as a minimum a 3E432 AFSC
Learning Objective:	<ul style="list-style-type: none">• The trainee should be able to properly identify airdrome signals.
Samples of Behavior:	<ul style="list-style-type: none">• The trainee should properly identify airdrome signals.

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IDENTIFY AIRDROME SIGNALS

Background: Liquid Fuel Systems personnel are responsible for maintaining and repairing system components in all locations, including flight line areas. To ensure maximum safety when performing this maintenance on the airfield, you must become familiar with the air traffic control signals associated with Air Force installations.

You must be in constant contact with the control tower either by radio or by light signals anytime you enter, exit, or cross a runway. A crew crossing the runway, for example, must be ready to move out of the way rapidly for landing aircraft. The light signals flashed from the control tower are used to control flightline vehicle traffic (Figure 1). These lights are used primarily for non-radio equipped vehicles and as a backup in case of radio failure.

The decal (Figure 1) is on the dashboard of all government vehicles working on the flight line as a reference in the event the vehicle is not equipped with a two-way radio or the radio is malfunctioning.

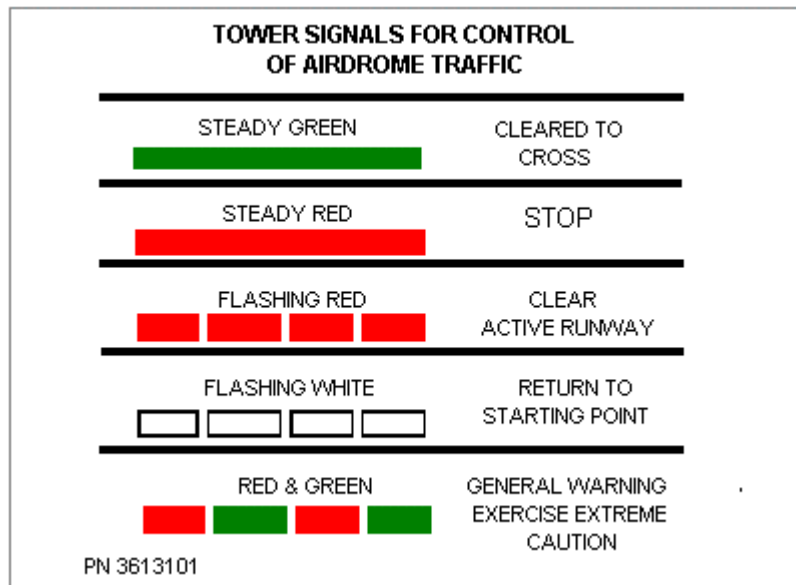


Figure 1, Control Tower Visual Signals

Red and green flares are to be interpreted in the same manner as red or green lights. Personnel shall not return onto the active runway until they receive clearance from the control tower.

Working on active runways or taxiways can be dangerous, especially when you have your attention only on what you are doing. Working on the flightline requires you to expand your attention beyond what you are doing. Your life may depend on your awareness of what is going on around you. However, if you continue to watch for and follow the signals from the control tower, you should not have any problems.

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Review Questions for Identify Airdrome Signals

Match the correct Airdrome Signal to the correct meaning for the following:

Question	Answer
1. Clear active runway.	a. Steady Red Light b. Steady Green Light c. Flashing White Lights d. Red and Green Lights e. Flashing Red Light f. Flashing Green Light
2. Cleared to cross runway.	a. Steady Red Light b. Steady Green Light c. Flashing White Lights d. Red and Green Lights e. Flashing Red Light f. Flashing Green Light
3. Return to starting point.	a. Steady Red Light b. Steady Green Light c. Flashing White Lights d. Red and Green Lights e. Flashing Red Light f. Flashing Green Light
4. General warning, exercise extreme caution.	a. Steady Red Light b. Steady Green Light c. Flashing White Lights d. Red and Green Lights e. Flashing Red Light f. Flashing Green Light
5. Stop	a. Steady Red Light b. Steady Green Light c. Flashing White Lights d. Red and Green Lights e. Flashing Red Light f. Flashing Green Light

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IDENTIFY AIRDROME SIGNALS

Performance Checklist		
Step	Yes	No
1. Can trainee identified all airdrome lights correctly?		

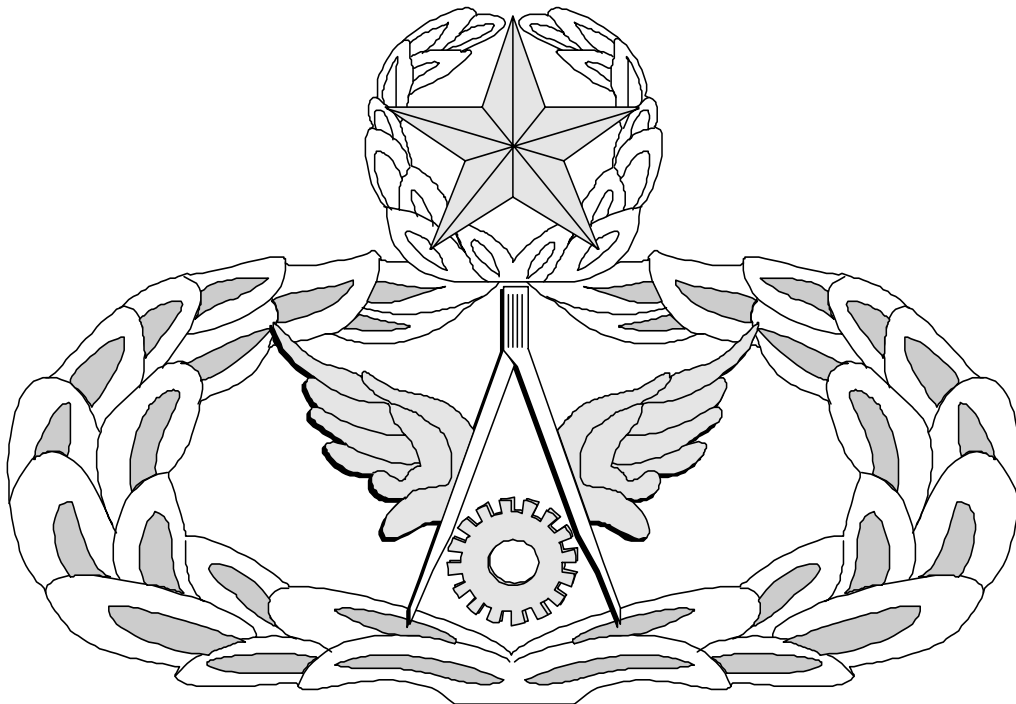
FEEDBACK: Trainer should discuss with the trainee any items, the trainer determined the trainee did not successfully accomplish. Feedback should be immediate, so the issue is fresh in the mind of the trainee and the trainer.

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Air Force Civil Engineer

QUALIFICATION TRAINING PACKAGE (QTP)

REVIEW ANSWER KEY



For
LIQUID FUEL SYSTEMS MAINTENANCE

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Key-1

USE RADIOS

(3E4X2-8.1.)

Question	Answer
1. What should never be heard over two-way radios?	d. All of the above
2. To best way to learn how to use your radio, follow your teammates' instructions.	b. False
3. What guidance will help you avoid discussing classified information over radios?	c. COMSEC
4. Each CE unit may have different radio procedures; however, most will follow similar guidelines.	a. True
5. If you must get a personal message to a fellow worker, make the best use of this great "tool" and briefly transmit the message.	b. False
6. If you don't already have one, create your own radio call sign that will uniquely identify you.	b. False
7. Before you get in your truck, _____.	a. Ensure the battery is completely charged and test your radio.

IDENTIFY AIRDROME SIGNALS

(3E4X2-8.3.)

Question	Answer
1. Clear active runway.	e. Flashing Red Lights.
2. Cleared to cross runway.	b. Steady Green Light.
3. Return to starting point.	c. Flashing White Lights.
4. General warning, exercise extreme caution.	d. Red and Green Lights.
5. Stop.	a. Steady Red Light.

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